

The background of the slide is a grayscale, high-contrast image. The upper portion features a large, detailed ship's steering wheel, likely from a historic vessel, which is partially obscured by a grid-like pattern. Below the wheel, a wide, tree-lined city street is visible, with buildings lining the sidewalks. The overall aesthetic is that of a historical or architectural presentation.

20 - BARCELONA - Salón de San Juan

"The Blueprint"

Belt Line Redevelopment Vision

July 27, 2006

Belt Line Corridor Vision

BACKGROUND

Belt Line Road is Addison's "Main Street". Until recently it was one of the strongest restaurant and retail corridors in the region. However, due to competition from other communities to the north, the loss of Prestonwood Mall, and the Dallas area's northward expansion, Addison's Belt Line Road corridor has suffered.

Addison once had the advantage of being the only city in the northern tier to have both "liquor by the drink" and "sale of alcohol for off-premises consumption, or package stores for wine, beer, and alcohol. Therefore, two major hotels located in Addison in the early 1980s. Those hotels helped Addison draw Class A office buildings, and those buildings, along with "liquor by the drink" allowed Addison to support over 100 very successful restaurants, most of which located on Belt Line. More recently, neighboring municipalities have adopted more liberal alcoholic sales rules for both on-premises and off-premises sale of alcohol, and the market has responded to the new landscape. Farmers Branch, Carrollton, Frisco, and Plano have all expanded their regulations to entice restaurants with beer, wine and liquor sales. While this had caused a short-term decline in both restaurant and package store sales, it has created an opportunity for Addison to "re-invent" this important corridor and diversify and strengthen the uses along it.

A successful Belt Line Corridor is a key to diversifying the City and making it more sustainable. Besides the Tollway, Belt Line Road is the Town's most important commercial corridor. It represents the lion's share of the Town's sales tax revenues and it is a prime contributor to the Town's image and identity. "Reinventing" the corridor to be a pedestrian-oriented mixed use area should attract young professionals and empty nesters with a high level of disposal income — much like Addison Circle. This new population would support the retail and restaurant activity that Addison is known for. With the addition of enhanced streetscaping, a smaller blocks structure and pedestrian-orientated development in association with the housing, the area can become a place which is unique in the region and will attract continuing reinvestment over the long term.

The new connection of Arapaho Road through the district will provide another front door to regional traffic, remove some through-movement traffic movements from Belt Line and open further opportunities for development.

POLICIES

1. **Identify sub-districts that will create a focus for re-investment.** The corridor should be more than a roadway connecting pad sites and strip centers. It should establish "places" with special identities that will provide a varied marketplace for private investment. The districts are:

- Les Lacs Village (between Marsh and Midway)
- Addison Dining District (generally between Midway and the Tollway)
- Addison Epicurean District (centered on Belt Line and Inwood Road)
- Addison Village (east of the Tollway)

Les Lacs Village should become a mixed use retail, residential and office district. Residential uses in this district should be able to capitalize on neighborhood amenities such as the adjacent Addison Athletic Club and the Les Lacs jogging trail. An extension of the Les Lacs jogging trail (which lies within a TXU power easement) north across Belt Line Road should help tie the residential opportunities north of Belt Line to the neighborhood on the south side of Belt Line.

Addison Dining District should become a vibrant mixed-use retail, restaurant and residential district. This area should be expanded southward to incorporate under-utilized properties down to just south of the east-west section of Beltway. This can be accomplished through the creation of smaller blocks which would put in place a more convenient and efficient circulation for pedestrians and automobiles. Residential will be limited to the area west of the north-south section of Beltway due to the noise contours from Addison Airport which cross Belt Line to the east.

Addison Epicurean District should become a center for sales, education and distribution of wine and other beverages, but it should also be a center for fine meats, seafood, fruits, vegetables, fresh breads, cheeses, and flowers. This area has long been known for its wine and liquor offerings, but to keep it sustainable for the long term, the offerings should be expanded to all epicurean items. It should be developed with the feel of a European market or shopping district, where bakers, gourmet shops, and fine food purveyors are located adjacent to the existing liquor stores. This area should be a positive complement to the Addison Dining District which is immediately adjacent. It should host special events such as cooking exhibitions and wine tastings which will draw visitors both locally and regionally to enjoy the "tastes of Addison". In order for Addison to stay competitive with surrounding cities that also sell alcohol, it should increase the offerings to include other gourmet items beside wines and liquors. It should also heighten the amenity level and ambiance of this district. Dramatic lighting and architectural elements should be considered that would make shopping for alcoholic beverages and other epicurean items more of a recreational experience - similar to browsing in a gourmet market as opposed to a regular grocery store.

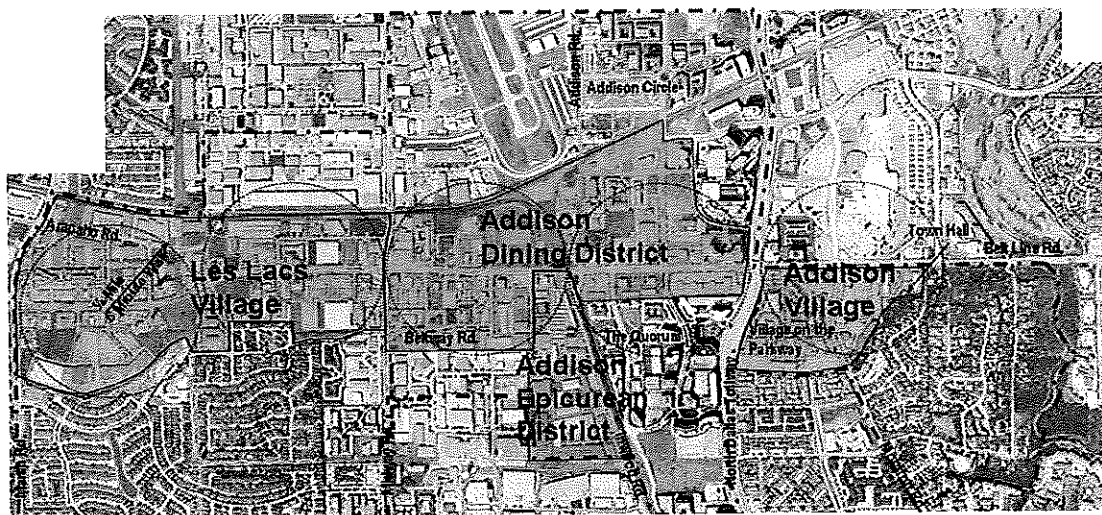
Addison Village should be a mixed use residential and civic area that focuses on Village on the Parkway retail center and City Hall. Clearing up the street pattern by removing Sakowitz Drive and enhancing pedestrian movement at Montfort and Belt Line would more closely

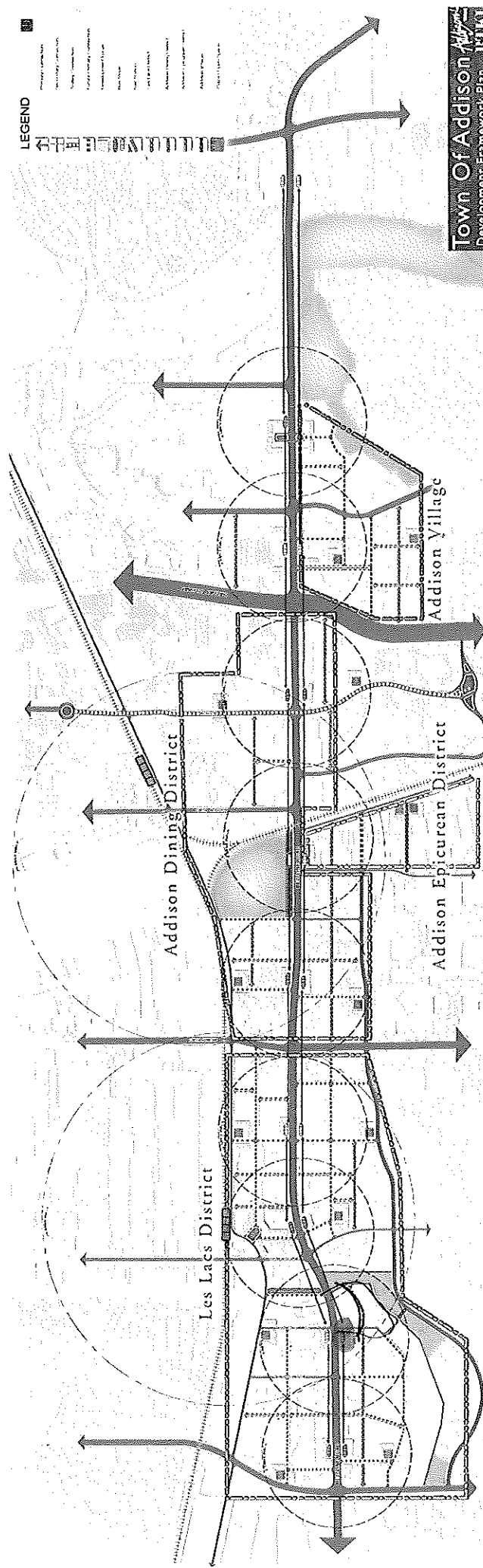
connect retail across and tie into existing and future residential development. The Creek behind Town Hall would provide a pedestrian corridor from several bordering neighborhoods to the Shops.

2. **Enhance Belt Line Road to become a grand “Belt Line Boulevard”.** Based on the grand boulevards of Europe, such as, the Champs Elysee, Belt Line should function and be landscaped as a memorable roadway and a focus for the region. It connects throughout the Dallas area and it would provide identity for the Town, a theme for redevelopment and infill, and a focus for business and residential investment.

A Grand Belt Line Boulevard would be unique in the region and should be designed to accommodate transit or trolley service connecting to the Addison Circle transit station in the future. This will further enhance mobility and reinforce pedestrian movement to create a true transit village identity.

3. **Create a series of architectural elements and entryways along its length.** This will help to further identify special districts and establish themes. These should include such things as featured treatments at the major intersections, and public open spaces or plazas that provide a focus for the districts.
4. **Capitalize on future transit to improve sustainability.** The timing of DART rail service to Addison is still in question, but at some point in the future it will be a reality. Even in the short term, however, some type of fixed rail trolley service connecting across Belt Line and up into Addison Circle may be feasible. This service should connect existing and future residents to a rich variety of retail and restaurant activity. Young professionals, empty nesters and retirees are strongly attracted to transit-oriented development.





- LEGEND**
- Property Boundary
 - Transit
 - Major Road
 - Local Road
 - Neighborhood Road
 - Water
 - Forest
 - Open Space
 - Residential
 - Commercial
 - Industrial
 - Public Use
 - Other



BELT LINE Zoning District Standards

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BELT LINE Zoning District Standards

I. PURPOSE, GOALS AND INTENT

A. PURPOSE

The purpose of the Belt Line District is to implement the adopted recommendations of the Comprehensive Plan by encouraging new development and redevelopment in the Belt Line Corridor.

The **goals** of this Zoning District are

1. To capitalize on the convergence of regional transit, freeways and arterial roadways to create major urban and village centers in the Dallas / Fort Worth region that offer a variety of housing, retail and office uses not commonly present in other areas of the Metroplex.
2. To provide development and land use flexibility within the framework of a form-based development Zoning District.
3. To provide a mix of residential, retail and office uses in a pedestrian-friendly environment.

The **intent** of this Zoning District is

1. To provide a comfortable and attractive environment for pedestrians which include such things as buildings framing public space, street trees, lighting and awnings that will attract pedestrians.
2. To construct buildings close to the sidewalk and street.
3. To construct continuous building frontage along block faces except where it is desirable to provide for pedestrian and auto pass-throughs to parking at mid block.
4. To provide shared parking both on-street and in the center of blocks that will benefit the entire district.
5. To contribute to the definition and use of public parks and plazas.
6. To design and build non-residential buildings to accommodate a range of uses over time without the need to destroy older buildings and rebuild them for each successive use.
7. To design streets and buildings that will contribute to creating a safe environment.
8. To encourage redevelopment on a block-by-block basis.



B. IMPLEMENTATION

All development within the Belt Line District shall conform to the Regulating Plan described in *Section III* and set forth in the Town's adopted Comprehensive Plan. The provisions of the Belt Line District shall be applied through zoning map amendments that incorporate a Concept Plan that is consistent with the Regulating Plan. Such map amendments may be initiated by the property owner or by the City. Upon the effective date of such map amendments, all regulations within the Belt Line Zoning District shall take effect. Thereafter, lawful existing uses and structures that do not comply with the regulations of the Belt Line District shall be deemed lawful non-conforming uses or structures and may be continued in effect in accordance with and subject to the standards in *Article XXIII* of the Zoning Ordinance.

C. ILLUSTRATIONS

Drawings and diagrams accompanying the text of this ordinance are for reference and illustrative purposes only. Where there may be any conflict with the text or appendixes, the text and appendixes shall govern.

II. DEFINITIONS

The following definitions shall apply within the Belt Line District.

Belt Line District Engineering and Landscape Standards (District Standards). The approved Town standards which govern such items as street, streetscape, drainage, signage and other public improvements in the Belt Line District.

Building Façade, Primary. Any façade that faces a public street or open space.

City Manager. The City Manager of the Town of Addison or his designee.

Entry, Primary. The main entry to a building on a block face. There must be at least one main building entry for each ground floor use, tenant or lobby on each block face which contains the use or tenant. Any additional building entries may be considered a *Secondary Entry*.

Landmark Buildings. Buildings which are located on axis with a terminating street or at the intersection of streets. Such buildings shall incorporate architectural features which address height and articulation that emphasize the importance of such a location.

Parking, Shared. Parking which is shared by tenants, visitors and the general public. Hours of availability may be further defined in cooperation with the Town.

Retail Use. For the purposes of the Belt Line District, retail use is defined as a business having as its primary function, the supply of merchandise or wares to the end consumer. Such sales constitute the "primary function of the business when sales equal at least 80% of the gross sales of the business.

Stoop. A structure that is located approximately at the level of the first floor of the structure and intended to provide access to a residential unit.

Story. That portion of a building, other than a basement, included between the surface of any floor and the surface of the floor next above it, or if there is no floor above it, then the space between the floor and the ceiling above the floor of such Story. This includes any mezzanine or loft which may comprise only a portion of a full floor plate.

Waiver to Design Standards, Major (Major Waiver). A significant change to the standards of this Zoning District, as identified in the District regulations and requiring Planning and Zoning Commission and City Council approval. (See Subsections III.C and VIII.D regarding Waivers of Design Standards)



Waiver to Design Standards, Minor (Minor Waiver). A minor change to the standards of this Zoning District that is not contrary to the stated goals and intent of the district. (See Subsections III.C and VIII.D regarding Waivers of Design Standards)



III. GENERAL DISTRICT STANDARDS

A. REGULATING PLAN

1. The Regulating Plan is a conceptual layout of the following elements of the Belt Line Corridor policies in the Town's Comprehensive Plan
 - a. Major street types within the district;
 - b. Boundaries of the sub-districts defined in *Section B*;
 - c. The location of sites for required at-grade retail uses
 - d. Public open space and plazas;
 - e. Regional Hike and Bike Corridors and
 - f. Transit stops
2. Every zoning map amendment that establishes the Belt Line District shall be consistent with the Regulating Plan. Consistency shall be demonstrated by a Concept Plan that is incorporated as part of the zoning map amendment.

B. SUB-DISTRICTS CREATED

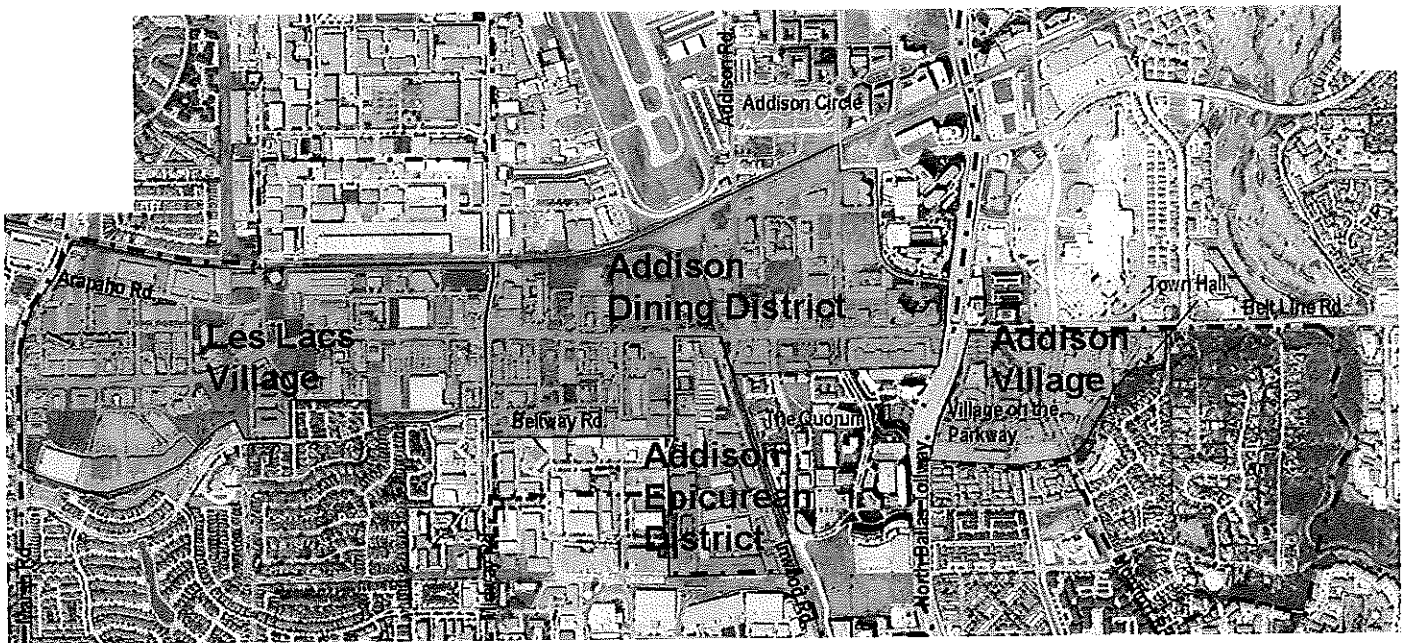
The Belt Line District shall be divided into the following four sub-districts, the boundaries of which shall be established by the Regulating Plan for the District.

1. **Addison Les Lacs Village.** Addison Les Lacs Village is intended to be a mixed use retail, residential and office district. Residential uses in this sub-district should be able to capitalize on neighborhood amenities such as the adjacent Addison Athletic Club and the Les Lacs Jogging Trail. An extension of the Les Lacs jogging trail should help tie the residential opportunities north of Belt Line to the Neighborhood on the south side of Belt Line.
2. **Addison Dining District.** Addison Dining District is intended to be a vibrant mixed-use retail, restaurant and residential district. This area should be expanded southward to incorporate under-utilized properties down to just south of the east-west section of Beltway. This can be accomplished through the creation of smaller blocks which would put in place a more convenient and efficient circulation for pedestrians and automobiles. Residential will be limited to the area west of the north-south section of Beltway due to the noise contours from Addison Airport which cross Belt Line to the east.
3. **Addison Epicurean District.** Addison Epicurean District is intended to be a center for sales, education and distribution of wine and other beverages, but it should also be a center for fine meats, seafood, fruits, vegetables, fresh breads, cheeses

and flowers. It should be developed with the feel of a European market or shopping district, where bakers, gourmet shops, and fine food purveyors are located adjacent to the existing liquor stores.

4. **Addison Village.** Addison Village is intended to be a mixed use residential and civic area that focuses on the Village on the Parkway retail center and Town Hall. It should become a highly pedestrian-oriented area which connects retail across Montfort and ties into existing and future residential development.

District Map



C. WAIVERS OF DESIGN STANDARDS

The following waivers are authorized within the Belt Line District, subject to the procedures in *Section VIII B*.

Minor Waivers include:

- Depth or height of required retail space
- Requirement to line a parking garage with buildings
- Requirement for continuous building frontage
- Establishment of Build-to Line
- Encroachment into the Build-to line
- Residential landscape requirement



- Increased building height for "landmark" buildings
- Design of buildings without tri-partite architecture
- Required frequency of building entries along a street edge
- Window detailing
- Exterior building materials
- Exterior building color
- Retail at grade design standards
- Balcony and patio railing
- Landscape standards
- Location of bicycle parking

Major Waivers include:

- Block face length
- Required retail construction
- Building height for non-landmark buildings
- Exceeding the maximum leasable retail area
- Residential at grade design standards
- Required setback of the 4th floor and above
- Parking requirements
- Parking garage design standards

D. LAND USES

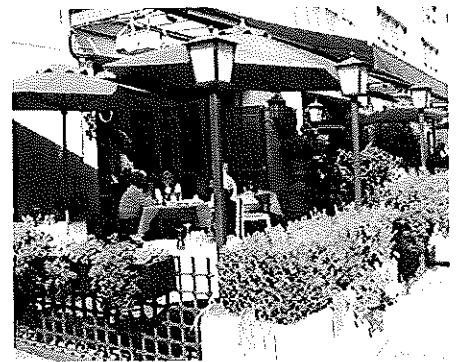
1. Retail, Personal Service, Residential and Office uses shall be allowed throughout the District by sub-district, in accordance with the list of authorized uses set forth in *Appendix I Belt Line District Land Use* attached. Uses which are not specifically authorized are prohibited.
2. Where "Required Retail Use" is designated on the Regulating Plan, the ground floor adjacent to the street shall be constructed to retail building standards for a depth of at least 50 feet, however a smaller depth may be allowed if the retail is serving as a "liner" use which is masking a parking garage by Minor Waiver.
3. No Residential uses shall be permitted within the approved FAA Noise Contours as established in the *Addison Airport 14 CFR Part 150 Noise Compatibility Study*, May 2005.
4. All access drives shall require a Minor Waiver.

E. BLOCK FACE

It is intended that building walls should be continuous along block faces to create a strong edge to the street and contribute to creating an attractive and active pedestrian environment, with allowance for some limited variation and opportunities for outside dining, pocket parks and special building entry features.

1. **Block length.** The length of a block shall not be less than 200 feet, nor more than 600 feet. Greater or lesser block length shall require approval of a Major Waiver.
2. Block faces shall contain **continuous building frontage** with the exception of a mid-block access to parking which is no greater than 34 feet in width and 16 feet in height. Any development which does not provide continuous frontage shall require approval of a Minor Waiver.

"Continuous building frontage" will be considered to be met if 80% or more of the primary building façade is located within 15 feet of the build-to line requirement. However, administrative approval of a Minor Waiver will permit down to 70%, provided that the reduction results in an attractive outdoor dining area, building entry feature or other amenity which contributes to the streetscape. A greater reduction shall require approval of a Major Waiver.

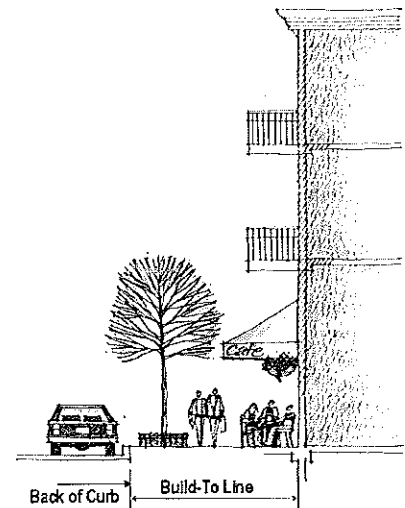


OUTDOOR DINING

3. Facades shall generally be built **parallel to the street frontage**, except at street intersections, where a façade containing a primary building entrance may be curved or angled toward an intersection.

4. Build-to Lines (Setbacks)

- a. Build-to lines shall be measured from the planned street back-of-curb, as established on the approved Regulating Plan for the district and the standards in this ordinance (see *Table 1 Sub-District Standards*). The entire area between the back-of-curb and the primary building façade shall be dedicated as public right-of-way or have a public easement placed upon it.
- b. Exterior steps, stoops, chimneys, and bay windows may encroach into the setback by two feet. Balconies that are 10 feet or more above the sidewalk



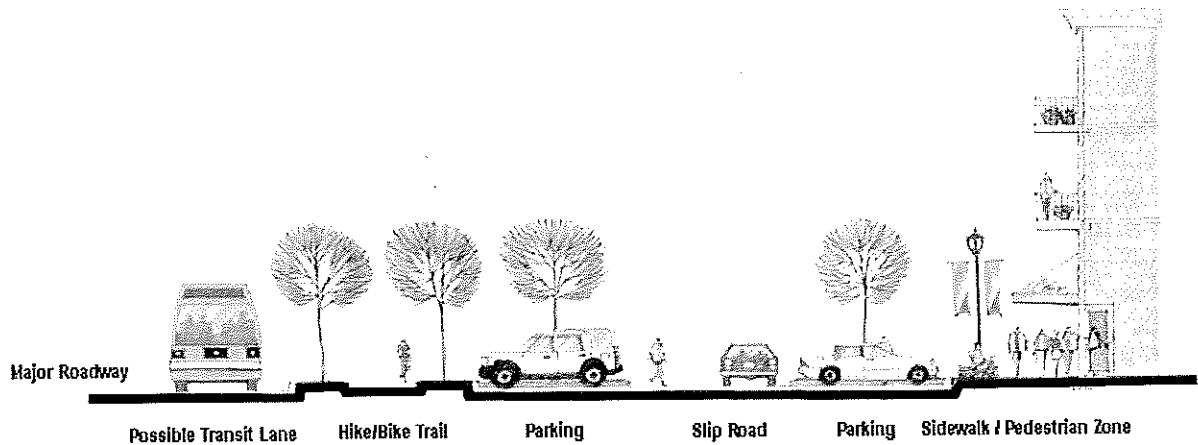
may encroach up to 6 feet.

- c. Awnings may encroach above the public sidewalk without limit, but may not extend into a vehicular roadway or access way.

F. STREETS

All streets and blocks in the Belt Line District shall conform to the provisions of this section.

1. **Street Standards.** Standards for streets within the district shall be as set forth in *Appendix II Street Types*.
2. **Street Pattern.** The pattern of all streets in the district shall be in conformity with the Master Thoroughfare Plan for the town. The location of streets on the Master Thoroughfare Plan is approximate. Precise location of streets shall be determined in conjunction with approval of the Concept and Development Plans. Street patterns shall be based upon a small scale grid system of interconnecting streets.



STREET TYPE A.1 RETAIL STREET WITH SLIP ROAD

TABLE 1 SUB-DISTRICT STANDARDS

STANDARD		ADDISON LES LACS VILLAGE	ADDISON DINING DISTRICT	ADDISON EPICUREAN DISTRICT	ADDISON VILLAGE
Building Height ^{1, 3, 5}		Max 4 stories ¹ Min. 2 stories	Max 6 stories Min. 2 stories	Max 6 stories Min. 2 stories	Max 6 stories ¹ Min. 2 Stories
Build-to Line ²	Street Type				
Belt Line, Marsh, Midway, Inwood, Montfort, Tollway Service Road ⁴	A.1	94 feet	94 feet	94 feet	94 feet
Quorum, Business, Commercial	B.1	24 feet	24 feet	24 feet	NA
Arapaho Beltway, Surveyor	B.2	29 feet	29 feet	29 feet	NA
Local Streets	C.1	17.5-20.5 feet	17.5-20.5 feet	17.5-20.5 feet	17.5-20.5 feet
Mews Streets	D.1, D.2	0 feet	0 feet	0 feet	0 feet
Alleys		0 feet	0 feet	0 feet	0 feet
Pedestrian Walkway Width (clear)					
Non-Residential		10	10	10	10 feet
Residential		6	6	6	6 feet

Notes: ¹ Maximum of 2 stories when the building is within 200 feet of single family zoned property.

² Build-to lines are measured from the "back of curb" of the planned street as set out in the approved Regulating Plan for the district. The setback range is established for the Block Face. (See *Subsection III.E Block Face* above.)

³ Increased height for landmark buildings may be approved as part of Site Plan approval by Minor Waiver. Additional height for other buildings shall be considered a Major Waiver.

⁴ Belt Line, Marsh, Midway, Inwood, Montfort, and the Tollway Service Road build-to lines include 60 feet for a driving aisle and 2 bays of parking and additional landscaping between the parking and the roadway. However, projects within 200 feet of and Montfort shall not include the parking area, and the build-to line shall be 65 feet less.

⁵ All Heights are subject to FAA Approval.



G. STREETSCAPE AND LANDSCAPE

1. **Streetscape standards** are established in *Appendix III Belt Line District Engineering and Landscape Standards* for both residential and non-residential ground-level frontages.

Where on-street parking is adjacent to landscaping, a 1.5-foot dismount strip shall be provided behind the curb to facilitate passengers exiting from parked cars.

2. **Non-Residential ground floor frontages** shall not be required to provide additional landscaping beyond that required in the *Belt Line District Engineering and Landscape Standards*.
3. **Residential ground floor frontages** shall be required to landscape a minimum of five (5) feet between the edge of sidewalk and the primary building façade, excluding access to sidewalks, stairs, stoops, porches and patios. This area may be landscaped with ground cover, low shrubs, ornamental trees and street trees. In addition, street tree wells may also be landscaped. Landscaping for this area is limited to ground cover and low shrubs.

IV. BUILDINGS

A. INTENT

It is the intent of this Zoning District to create an attractive and active urban style district and the size, disposition, function and design of buildings play an important role in achieving that goal.

1. Buildings should directly contribute to the attractiveness, safety and function of the street and public areas.
2. Buildings that accommodate retail at grade should feature the retail activity over the building's Architecture.
3. Buildings should be constructed in a manner, and with materials, that are highly durable and will continue to endure and be attractive over a long time, especially adjacent to public and pedestrian areas.
4. It is intended by this Zoning District to encourage a variety of building and design solutions in response to the standards and regulations outlined herein.

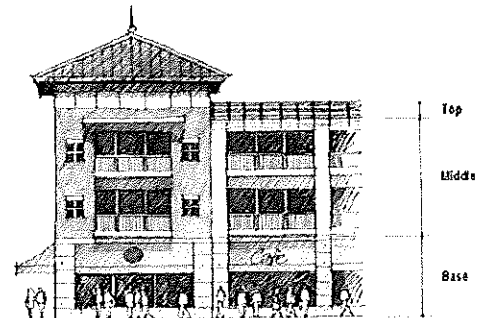


RETAIL SHOULD BE EMPHASIZED OVER THE BUILDING ARCHITECTURE WHERE IT IS PRESENT

B. BUILDING STANDARDS

1. Building Form

- a. All buildings shall be designed and constructed in **tri-partite architecture** so that they have a distinct base, middle and top; and all windows shall have a vertical proportion.

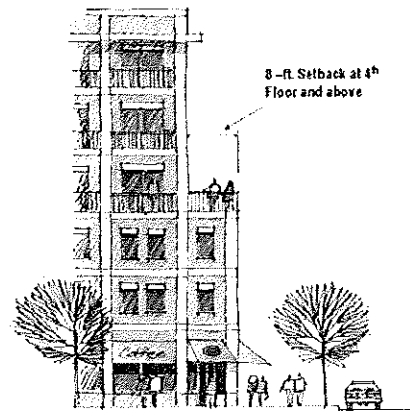


TRI-PARTITE ARCHITECTURE: BUILDINGS WITH A "BASE", "MIDDLE" AND "TOP"

- b. Buildings which are located on axis with a terminating street or at the intersection of streets shall be considered a **Landmark Building**. Such buildings shall be designed with landmark features which take advantage of that location, such as an accentuated entry and a unique building articulation which is off-set from the front wall planes and goes above the main building eave or parapet line.

2. Architectural Features

- a. Except where adjacent to Belt Line or Arapaho, buildings which are **greater than three (3) stories** in height must be set back at the 4th floor and above at least 8 feet behind the building face of the first 3 floors along street frontages. Any change to this standard shall be considered a Major Waiver.
- b. **Windows**, except for retail at grade, shall be vertical in proportion and have at least a 4 inch reveal.
- c. No **glass curtain wall** shall be permitted except by approval of Minor Waiver.
- d. Each building and separate lease space at grade along the street edge shall have a functioning **Primary Entry** from the sidewalk. Such entries must be inset from the front building plane by at least 5 feet. Secondary Entries may be set back as little as 3 feet. Functioning entries must be located no greater than 30 feet apart. Corner entries may count as a Primary Entry for both intersecting street frontages.
- e. **Architectural elements** of the primary building façade may encroach beyond the build-to line by up to two (2) feet, provided that pedestrian flow will not be subsequently impeded, with the approval of a Minor Waiver. These elements may include stoops, porches, bay windows, eaves, planters and light wells for a below-grade floor. Balconies, canopies and awnings are not limited in their encroachment, provided that they do not substantially interfere with pedestrian movement and street tree growth.



3 External Façade Materials

The following shall apply to all exterior walls of buildings and parking structures which are clearly visible from a public street, walkway or open space:

- a. **Ground floor exterior walls**, excluding windows, doors, and other openings, shall be constructed of eighty percent (80%) brick, stone or cultured stone on the exterior façade except in the Epicurean Sub-District which may include architectural metals such as stainless steel and galvanized steel.
- b. The remainder may be constructed of noncombustible materials including exterior stucco and Class PB Exterior Insulating and Finishing Systems (EIFS). Stucco and EIFS shall be used only for walls, architectural features, and embellishments not subject to pedestrian contact. On wholly residential structures, cementitious fiberboard may be used for up to 10% of the façade provided it is above the ground floor.
- c. Unpainted metal, or metal subject to ordinary rusting shall not be used as a building material. Factory finished metal elements as well as metals that develop an attractive oxidized finish, such as copper, galvanized metal or weathering steel, may be used as architectural accents by Minor Waiver approval.
- d. Windows and glazing shall be limited to a minimum of 30% and maximum of seventy percent (70%) of each building elevation. (See 6.b below for special requirements for retail at grade.)
- e. A variation of up to 15% of the standard above, and the material type may be approved by administrative approval of a Minor Waiver, provided that the change will result in an improved architectural design without degrading the quality of public areas or increasing the need for maintenance.

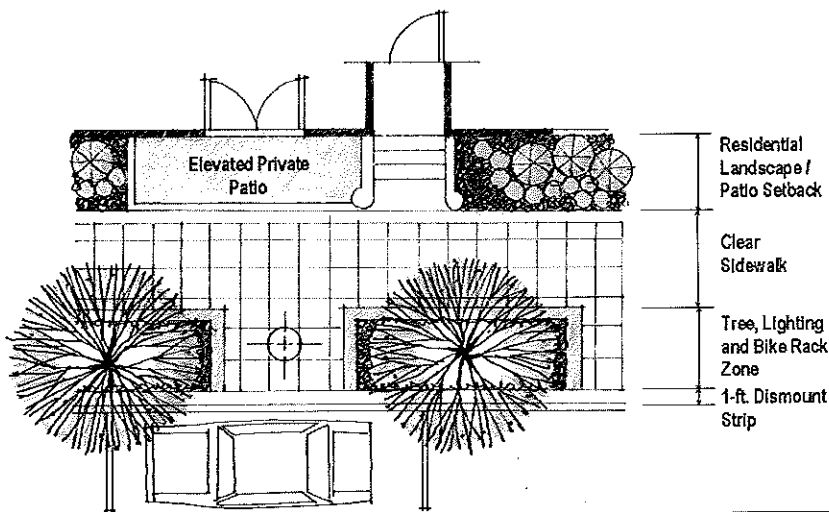
4. Color

- a. The dominant color of all buildings (including above grade parking structures) shall be muted shades of color. Black and stark white shall not be used except as an accent color.

There are no restrictions on accent colors which comprise less than 1.0% of the building face, except that florescent colors are prohibited.
- b. Roof colors shall be a muted shade of cool gray, warm gray, brown or red.

5. Residential at Grade

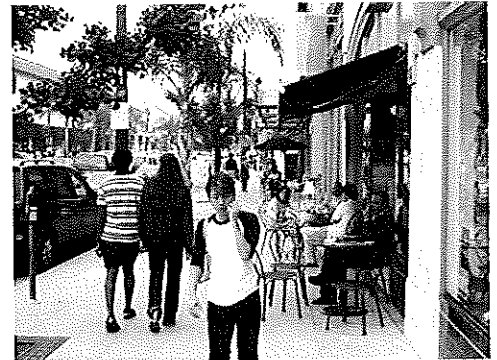
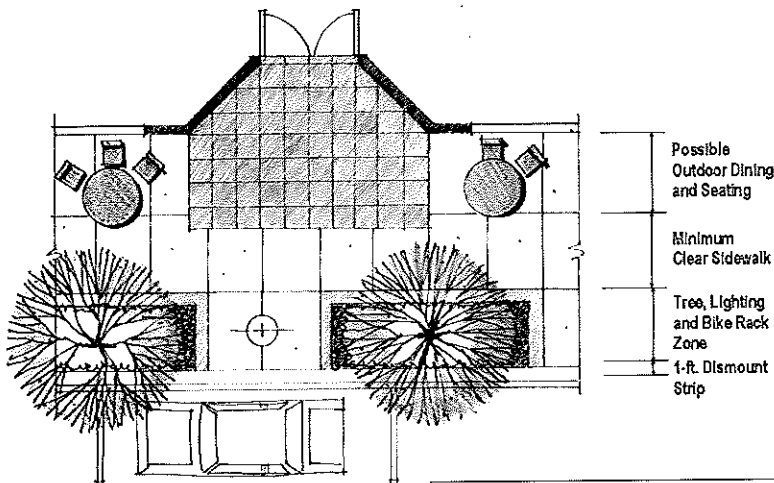
- a. All buildings which have residential unit floor plates within 6 feet of grade shall include a primary front door entrance into the unit which may be accessed from the sidewalk. Any change to this standard shall be considered a Major Waiver.
- b. The entry shall be located a minimum of two (2) feet above the sidewalk elevation and include a minimum 24 sf. stoop. Any change to this standard shall be considered a Major Waiver.
- c. Units must also include windows which provide residents a view of the street and sidewalk area. Any change to this standard shall be considered a Major Waiver.
- d. Lobbies to upper stories may be located at grade level.
- e. Balcony and patio railings and fences shall be constructed of wrought iron or metal. Wood fences and railings and chain-link fencing are prohibited. Masonry columns may be used on patios provided that they are used as accents.



Note: Refer to Table 1 Sub-district Standards and Appendix III Belt Line District Engineering and Landscape Standards

6. Non-Residential at Grade

- a. The ground floor entry must be located at the approximate elevation of the adjacent sidewalk.
- b. **Retail uses adjacent to the sidewalk at grade shall:**
 - i. Be constructed to meet fire code separation from any other uses constructed above;
 - ii. Have a minimum clear height of 16 feet between finished floor and the bottom of the structure above. Mezzanines within the retail space shall be allowed per Building Code;
 - iii. Have an awning or canopy which extends at least 6 feet over the sidewalk for at least 75% of the frontage on any portion of a building. Such awning or canopy shall maintain a minimum 7.5-foot clearance over the sidewalk; and
 - iv. Have highly transparent glass windows for at least 60%, but no greater than 80%, of the ground floor façade.



Note: Refer to *Table 1 Sub-district Standards* and *Appendix III Belt Line District Engineering and Landscape Standards*

V. PARKING

A. AUTOMOBILE PARKING

1. Intent

The following is the intent of the Town's parking policies and this Zoning District:

- a. Support the creation of Shared Parking in order to enable visitors to park once at a convenient location and to access a variety of commercial enterprises in a pedestrian-friendly environment.
- b. Manage parking so that it is convenient and efficient, and supports an active and vibrant retail environment.
- c. Ensure visibility and ease of access to parking.
- d. Maximize on-street parking, except for major thoroughfares such as Belt Line, Arapaho, Midway, Marsh, Inwood, Quorum and Montfort.
- e. Provide flexibility for changes in land uses which have different parking requirements within the District.
- f. Provide flexibility for the redevelopment of small sites.
- g. Design parking structures so that they do not dominate the public environment by lining the edge of structures with residential or commercial uses.
- h. Avoid diffused, inefficient single-purpose reserved parking.
- i. Avoid adverse parking impacts on residential neighborhoods.

2. Parking Requirements

Off-street facilities shall be provided in accordance with this subsection. On-street parking may not be used to satisfy parking requirements.

- a. Off-street parking spaces for the applicable use classification shall meet the following minimum number of spaces:

USE	PARKING RATIO
Residential	One space/bedroom to a maximum of two spaces/unit.
Hotel	One space/ hotel room plus one parking space per every 300 square feet of conference/banquet facilities.
Retail	One space/200 square feet.
Office	One space/200 square feet.
Restaurant	One space/100 square feet
Civic	To be determined by parking demand analysis study for proposed use and approved by the Town's Director of Development Services.

b. **On-Site Parking.** Parking requirements shall be met on-site. Notwithstanding other provisions of the Zoning Ordinance, any change to this standard shall be considered a Major Waiver.

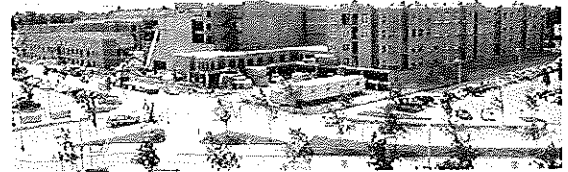
c. **Parking Location.** Except where permitted along Belt Line and Arapaho Roads, all off-street parking shall be located behind buildings which face on a street or public open space, and be accessed by alley or short driveway between buildings. Any change to this standard shall be considered a Major Waiver.

d. **At-Grade Parking.** All at grade parking lots fronting roadways shall be set back not less than ten feet from the right-of-way line of such roadways, and screened from view as outlined in *Subsection VII. Landscaping*.

Landscaping of the internal surface parking area shall not be required unless it is planned to serve as long term parking. In which case, such long term surface parking areas shall meet the requirements of *Subsection VII. Landscaping*. For the purpose of this subsection, long term parking shall be determined by the Director of Development Services, and may include parking which has a likelihood of being in place for a period of 10 years or more.

e. **Parking Garages.** Parking garages that have frontage on public streets shall comply with all setback and build-to standards as established in *Table 1 Sub-District Standards* and *Subsection IV.B.3 External Façade Materials*. In addition—

- i. Parking garages which are adjacent to a street shall be set back a minimum of 50 feet and lined with buildings containing any permitted use but parking.



Apartments lining a garage at Mockingbird Station

- ii. All parking garages shall be constructed with flat parking decks for ease in re-use of all or portions of the structure when parking demand wanes, unless otherwise approved by Major Waiver.
- iii. Ramps shall not be expressed on the facades of parking structures fronting, or visible from, public streets.
- iv. Steel parking garages and steel guard cables on garage facades are prohibited. Any change to this standard shall be considered a Major Waiver.
- v. Off-street below grade parking is permitted to the lot lines, but must be designed to allow planting of landscape as defined in *Subsection VII. Landscaping*. No below grade parking beneath a building shall be visible from the sidewalk

f. Shared parking

- i. Uses may join in establishing shared parking areas if it can be demonstrated that the parking for two or more specific uses occurs at alternating time periods. Required parking shall be determined based on parking demand for the peak parking period, as determined by a parking analysis study approved by the Town's Director of Development Services.
- ii. Shared parking shall be clearly designated with signs and markings.

g. Public and Visitor Parking Signs

All public, customer and visitor parking shall be clearly signed.

B. BICYCLE PARKING

1. Goals

Bicycle parking is required in order to encourage the use of bicycles by providing safe and convenient places to park bicycles.

2. Required Bicycle Parking

Bicycle parking shall be provided based on at least one (1) space for each 10 automobile parking spaces required as part of the Base Parking requirement in A.1.2.a above.

3. Bicycle Parking Standards

a. Location

- i. Required bicycle parking must be located within 50 feet of an entrance to the building. With approval of a Minor Waiver, bicycle parking may be located in the public right-of-way.
- ii. Bicycle parking may be provided within a building, but the location must be easily accessible to bicycles.

b. Covered Spaces

If covered spaces for motor vehicles are provided on-site, then 50% of the bicycle parking shall also be covered, unless otherwise approved by Minor Waiver.

c. Signs

If the bicycle parking is not visible from the street, then a sign must be posted indicating the location of the bicycle parking facilities.

d. Rack types and required areas

Bicycle racks and the area required for parking and maneuvering must meet *Appendix III Belt Line District Engineering and Landscape Standards* or be approved by Minor Waiver (see below). Bicycle lockers may also be allowed as part of meeting the Bicycle parking requirement, but must be approved as to type and location.

4. Standards for Bicycle Rack Types and Dimensions

a. Rack Type

- i. Bicycle rack types and standards are established in the *Belt Line District Engineering and Landscape Standards*.

b. Parking Space Dimensions

- i. Bicycle parking spaces must be at least 6 feet long and 2 feet wide, and in covered situations, the overhead clearance must be at least 7 feet.
- ii. An aisle for bicycle maneuvering must be provided and maintained beside or between each row of bicycle parking. This aisle must be at least 5 feet wide.



- iii. Each required bicycle parking space must be accessible without moving another bicycle.
- iv. Areas set aside for bicycle parking must be clearly marked and reserved for bicycle parking only.



VI. STREETSCAPE, LIGHTING AND MECHANICAL

A. INTENT

1. It is the intent of this Zoning District and the approved *Appendix III Belt Line District Engineering and Landscape Standards* for districts covered by this Zoning District, to provide a level and consistency of lighting that supports pedestrian activity and promotes safety.
2. The entire District shall utilize the basic fixtures and furnishings in the public areas as are approved in the *Belt Line District Engineering and Landscape Standards* for the District.
3. Mechanical equipment shall not be clearly visible from the street or other public area.

B. STANDARDS

1. For **Streetscape and Lighting** specifications, see the Town-approved *Appendix III Belt Line District Engineering and Landscape Standards* for the appropriate Belt Line Sub-District.
2. Lighting elements shall be incandescent, metal Halide or halogen only. No HID or fluorescent lights (except fluorescent bulbs that screw into standard socket fixtures) may be used on the exterior of buildings.
3. All lighting shall be focused downward or narrowly focused on its intended target such as signs, parking and pedestrian walkways. No lighting source from a commercial activity shall be visible by a residential unit.
4. **Mechanical and electrical equipment, transformers, meters, garbage containers and loading areas** shall be located and screened so that they are not visible from the street or other public area.
 - a. Mechanical equipment shall be screened from view from all public roadways and located to minimize noise intrusion to adjacent properties. The required screening must be composed of the same exterior materials as the buildings on the lot, or through the use of masonry walls, ornamental fence (80 percent opaque), evergreen landscape material, or combination thereof.
 - b. All roof-mounted mechanical elements must be screened from view from the public right-of-way and neighboring properties. Screening must be architecturally compatible with the building design.
 - c. Loading, service and trash storage areas shall be screened from all public roadways. Refuse containers must be placed on a designed, reinforced concrete pad and approach. The



required screening must be composed of the same exterior materials as the buildings on the lot, or through the use of masonry walls, ornamental fence (80 percent opaque), evergreen landscape material, or combination thereof.

5. Any bicycle parking in the public right-of-way should be located within the band created by street trees and pedestrian street lights, however, it must be placed in a manner that avoids conflicts with pedestrian and vehicular paths.

VII. LANDSCAPE REQUIREMENTS

Landscaping within the Belt Line District shall comply with the provisions in this subsection, *Appendix V Belt Line District Engineering and Landscaping Standards* and with the standards contained in *Article XXI, Landscaping Regulations* of the Town's *Zoning Ordinance*. Where conflicts exist between this *Article* and *Article XXI*, the requirements in this District shall be applied.

A. STREET TREES

Street trees shall be large shade tree species having a minimum caliper of four inches, selected in accordance with the town's landscape regulations.

B. PLANT MATERIAL

Front yards shall be landscaped except at building entries, seating areas, and adjacent to commercial uses, where the front yard may be paved. Plant materials shall consist of shade trees, ornamental trees, shrubs, evergreen ground covers, vines, and seasonal color.

C. PAVING MATERIAL

1. Paving material in front yards and on sidewalks shall be warm toned, natural materials such as brick, stone and concrete.
2. Asphalt and gravel as paving materials are prohibited.

D. PARKING LOT LANDSCAPE

1. No landscaping shall be required for the interior of structured parking facilities.
2. Surface parking lots shall be screened from all adjacent public streets and neighboring sites. The screen must extend along all edges of the parking lot and must be three feet in height, 80 percent opaque, and may be accomplished through the use of masonry walls, ornamental metal, evergreen plant materials, or a combination thereof. Planting beds for screen planting shall be a minimum of three feet in width.
3. Interior parking lot landscape shall be consistent with *Article XXI Landscape Regulations*.
4. Parking spaces shall not exceed ten spaces in a row without being interrupted by a landscaped island (nine-foot minimum). Islands shall be planted with a minimum of one shade tree for every ten cars.

VIII. PROCEDURES

A. ESTABLISHMENT OF DISTRICT

An application for establishment of a Belt Line District shall be considered an application for a zoning amendment and shall be processed in accordance with *Article XXIX*. The ordinance establishing the Belt Line District shall incorporate the Concept Plan described in *Subsection B*. The City Council may attach such conditions to establishment of the District as are reasonably necessary to assure that the District meets the purposed and intent of this *Article*.

B. CONCEPT PLAN

An application for establishment of a Belt Line District shall be accompanied by a Concept Plan, which shall be processed simultaneously with the zoning amendment applications. If the zoning amendment is approved, the Concept Plan shall be incorporated as part of the regulations governing the District. The submittal requirements for the Concept Plan shall be the same as for those for a Concept Plan for an urban center district, as provided in *Article XIX, Section 7*, and shall incorporate the elements of the Regulating Plan contained in the Comprehensive Plan for the sub-district(s) in which the property is located, together with any requirements specific to the Belt Line District, as may be determined from time to time by the City Manager. The Concept Plan, when approved as part of the ordinance creating the Belt Line District, applies the Regulating Plan to the property for purposes of all future development.

C. DEVELOPMENT PLAN APPROVAL

1. Following rezoning of property to the Belt Line District and prior to obtaining a Building Permit, a Development Plan must be approved by the City Manager or his designee, demonstrating that the proposal meets the purpose, intent and standards contained in this Zoning District.
2. A Development Plan application must include the following information and documents that demonstrate compliance with the standards of the Belt Line District:
 - a. Detailed Site Plan showing proposed streets, buildings, parking areas, and landscaped areas
 - b. Proposed Uses
 - c. Building Elevations and Sections
 - d. Proposed Parking Standards
 - e. Any Waivers being requested



3. An application for a Development Plan shall be processed in accordance with the City's procedures for determining whether an application is complete. Following a determination of completeness, and unless the application is accompanied by a request for a major Waiver, the City Manager, or his designee, shall approve, approve with conditions or deny the application for a Development Plan and shall notify the applicant of his decision.
4. Denial or conditional approval of a Development Plan by the City Manager may be initially appealed to the Planning and Zoning Commission and, following the recommendation of the Commission, to the Town Council. The appeal shall be filed within 30 days of the date of the Manager's action on the application for a Development Plan Approval.
5. If the application includes a request for a Major Waiver, the Manager shall schedule the application for hearing before the Planning and Zoning Commission with his recommendation on the application. The Planning and Zoning Commission, following a public hearing, shall forward its recommendation to the City Council for hearing on the application and waiver request. The City Council, following a public hearing, shall approve, approve with conditions or deny the application for a Development Plan and the Major Waiver request. The notice and hearing procedures for approval of a specific use permit shall be used to process the Development Plan and Major Waiver application.
6. The City Manager in making an initial decision on a Development Plan application, the Planning and Zoning Commission in making recommendations to the City Council, or the City Council in deciding the application for Development Plan approval, shall determine whether the Plan is consistent with the Concept Plan for the property, and meets the standards of the Belt Line District, together with any conditions attached to the ordinance establishing the District. When the Development Plan is accompanied by a Minor Waiver request, the City Manager or the Council on appeal shall apply the standards for approval of minor Waiver in *Subsection D*. When a Major Waiver has been requested with the Development Plan application, the Commission in making its recommendation and the Council in deciding the application shall apply the criteria for a Major Waiver to the Development Plan application in *Subsection D*.

D. WAIVERS OF DESIGN STANDARDS

1. For the purposes of this District, there shall be two types of Waivers of Design Standards — Minor and Major. Requests for waivers shall not be subject to review or decision by the

Zoning Board of Adjustment. A waiver request may only be made in conjunction with an application for a Development Plan or, for a request for a Major Waiver, in conjunction with a request to rezone property to the Belt Line District. A waiver request may not be used to amend the Concept Plan for the District.

2. **Minor Waivers** are those changes to design standards in the Belt Line District identified in *Subsection III.C*. Minor Waivers may be approved administratively by the City Manager or his designee in conjunction with a decision on an application for approval of a Development Plan. All Minor Waivers must meet the full intent of this Zoning District as stated in *Section I*.
3. **Major Waivers** are major changes to the design standards in the Belt Line District, including any change not identified in *Section III.C*. Major Waivers may only be approved by the City Council, following a recommendation by the Planning and Zoning Commission, in conjunction with a decision on an application for approval of a Development Plan. In order to approve a Major Waiver, the City Council must find that the waiver:
 - a. Meets the general intent of this District and the-Sub-District in which the property is located, and
 - b. Is consistent with the Concept Plan approved for the property; and
 - c. Will result in an improved project which will be an attractive contribution to the Sub-District; and
 - d. Will not prevent the realization of the intent of the Sub-District or adjoining Sub-districts.
4. The Town may impose conditions on granting any Waiver in order to implement the Concept Plan for the property or to mitigate negative impacts to neighboring properties or public streets or open space.

E. AMMENDMENTS

1. Amendments to an approved Concept Plan other than minor amendments shall be considered amendments to the zoning ordinance establishing the District, and shall be processed in accordance with *Article XXIX*.
2. Amendments to an approved Concept Plan shall be considered "minor" if:
 - a. The amendment is consistent with the standards and provisions of this ordinance, or



- b. The amendment is in conjunction with the specific granting of a Minor or Major Waiver as part of a Development Plan approval.
3. Amendments to an approved Development Plan may be accomplished in the same manner as approval of the original Development Plan, and may be accompanied by a request for major or minor waivers.
4. An amendment to an approved Concept Plan or Development Plan must be made prior to the time for lapse of approval provided in *Subsection F*. In the event an amended plan is approved, the official or agency amending the plan shall specify the time for lapse of such approval, consistent with *Subsection F*.

F. LAPSE OF APPROVAL

1. The Development Plan for the entire first phase of a project shall be submitted for approval within two (2) years from establishment of the Belt Line District, unless otherwise provided by ordinance. If a Development Plan for all, or a portion, of the project is not submitted within such period, and thereafter approved, the authority to submit such Development Plan shall lapse, and the City Manager, or the Planning and Zoning Commission may institute proceedings to determine whether the land should be rezoned in accordance with procedures set forth in *Article XXIX*. If the project is to be developed in phases, all Development Plans for phases shall be submitted within the time frame provided for that phase by the Concept Plan.
2. If the project is to be developed in phases, a subsequent Development Plan for the next phase shall be submitted within three (3) years from issuance of a final certificate of occupancy for the preceding phase, unless a different time has been fixed by the Council in the ordinance establishing the Belt Line District. If subsequent Development Plans are not submitted in accordance with the schedule, and thereafter approved, authorization to submit such subsequent Development Plans shall lapse, and the City Manager, or the Planning and Zoning Commission, may institute proceedings in order to determine what actions should be taken with respect to the Belt Line District. The Planning and Zoning Commission shall deliver its report to the City Council, who shall conduct a public hearing on such recommendation, and shall determine what action is to be taken with respect to the Belt Line District, and the developer's authorization to submit other Development Plans.
3. If a Building Permit has not been obtained within two (2) years following approval of the development, such plan shall lapse



unless the property owner requests an extension prior to the expiration of the two-year period. The request for extension shall be considered by the Planning and Zoning Commission or City Council in the same manner as for approval of the Development Plan. The Commission or the Council may grant an extension of the time for expiration of the Development Plan for a period not to exceed one (1) year from the date of initial approval of the applications. Every request for extension shall include a statement of the reasons why the expiration date should be extended. The decision-maker may grant a request for extension upon demonstration that circumstances beyond the control of the applicant have resulted in the applicant's inability to perform the tasks necessary to prevent the Development Plan from expiring before the lapse date. The Commission or the Council also may terminate the Development Plan or may attach additional conditions to the extension of the plan.

G. SPECIAL USES

An application for approval of a special use within the Belt Line District shall be processed and decided in accordance with the procedures for a conditional use permit for the urban center district, as set forth in *Article XIX, Subsection 10*. If the use is being proposed in conjunction with an application for a Development Plan, the procedures for approving the Development Plan shall be the same as for the special use.

Appendix I. BELT LINE DISTRICT USE CHART

Note: Uses not authorized, are prohibited.

RESIDENTIAL

HOUSEHOLD UNITS

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apartment; Apartment House or Complex	●	● ¹		●
Four-plex	●	● ¹		●
Live-Work Unit	●	● ¹		●
Loft Unit	●	● ¹		●
Single-Family Unit, Attached	●	● ¹		●
Townhouse	●	● ¹		●

¹ Allowed only outside of FAA Noise Contours

GROUP QUARTERS

Rectory or Parsonage (Accessory to Church on Same Lot)	A			A
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HOTELS AND TRANSIENT LODGINGS

Bed and Breakfast Inn	S	S		S
Hotel, Full Service	S	S	S	S
Hotel, Extended Stay or Suites	S	S	S	S
Hotel, Limited Service	S	S	S	S

ACCESSORY USES

Accessory Use Located on a Separate Lot or Parcel from the Main Use	S	S	S	S
Caretaker or Night Watchman's Quarters, Dwelling			A	
Garage, Community (Residential)	●	●		●
Garage, Private (Residential)	●	●		●
Home Occupation	●	●		●
Kiosk, Food Sales and Service			S	
Kiosk, Informational	S	S	S	S
Outside Display			S	
Satellite Television Reception Dish (39" or less in diameter)	A	A	A	A
Storage Building, Swimming Pool, Hot Tub or Sauna (Private)	A	A	A	A
Tennis Court, Lighted (Private)	A	A		A
Tennis Court, Unlighted (Private)	A	A		A

● - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T- Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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INSTITUTIONAL

GOVERNMENTAL SERVICES

Administrative Offices	●	●	●	●
Civil Defense, Fire or Police Station	S	S	S	S
Post Office	S	S	S	S

EDUCATIONAL SERVICES

Business or Secretarial School	●	●	●	●
College, University or Professional School	●	●	●	●
Cosmetology School	●	●	●	●
Daycare Center or Nursery School	S	S	S	S
Fine Art School	●	●	●	●
Karate and Martial Arts School	●	●	●	●
Kindergarten	S	S	S	S
Private or Denominational School	S	S	S	S
Public School	S	S	S	S
Other Schools	S	S	S	S

INSTITUTIONAL SERVICES

Business professional, labor, political and similar organization	●	●	S	●
Church, Synagogue or Temple (Religious Organization or Facility)	●	●	●	●
Fraternal Organization (Lodge) with a Private Club	S	S	S	S
Fraternal Organization (Lodge) without a Private Club, Civic or Social Organization or Services	●	●	S	●
Religious & Philanthropic Institutions	S	S	S	S
Religious Organizations or Facility (Ancillary Building)	S	S	S	S
Social Advocacy Organizations	S	S	S	S
Other Membership Organizations	S	S	S	S

CULTURAL CENTERS

Aquarium	S	S	S	S
Historic Marker or Monument Site	●	●	●	●
Library (Public)	S	S	S	S
Museum	S	S	S	S
Nature Parks and Other Similar Institutions	S	S	S	S

● - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T- Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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PUBLIC ASSEMBLY

Amphitheater	S	S	S	S
Arena or Field House	S	S	S	S
Auditorium or Exhibition Hall	S	S	S	S
Civic or Convention Trade Show Facility	S	S	S	S
Spectator Sports (Public or Private with more than 1,500 seats)	S	S	S	S
Spectator Sports (Public or Private with 1,500 or less seats)	S	S	S	S
Other Public Assembly	S	S	S	S

TRANSPORTATION & UTILITIES**RAILROAD AND RAIL RAPID TRANSIT**

Rail Transportation Distribution System	S	S	S	S
Railroad Distribution System	S	S	S	S
Railroad Passenger Terminal	S	S	S	S
Support Activities for Rail Transportation	S	S	S	S
Urban Transit System	S	S	S	S

MOTOR VEHICLE TRANSPORTATION

Bus Parking or Storage (Accessory to an Institutional Use)		A	A	
Bus Passenger Terminal		A	A	
Bus Timed Transfer Center		A	A	
Limousine Service		A	A	

AUTOMOBILE PARKING

Commercial Parking Garage or Structure	•	•	•	•
Commercial Surface Parking Lot	•	•	•	•
Private Parking Garage or Structure (Accessory to Main Use on same Lot)	•	•	•	•
Private Surface Parking Lot (Accessory to Main Use on same Lot)	•	•	•	•
Private Parking Garage or Structure (For overflow or non-required parking as a principal use or located on a separate lot from the main use.)	•	•	•	•
Private Surface Parking Lot (For overflow or non-required parking as a principal use or located on a separate lot from the main use.)	•	•	•	•

• - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T- Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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COMMUNICATION SERVICES

Antenna Support Structure (excluding support structure for amateur radio broadcasting)		S	S	
Cable Networks	•	•	•	•
Communications Tower (Excluding antennas or support structures for amateur radio communications. Reference Section 0600 above) (Structure within height envelope of applicable district)		•	•	
Radio and Television Broadcasting		•	•	
Telecommunications Resellers		•	•	
Telephone (Telecommunications) Distribution System	•	•	•	•
Temporary Support Structure	T	T	T	T

UTILITY SERVICES

Electricity Power Distribution System	•	•	•	•
Natural Gas Distribution System	•	•	•	•

RECREATIONAL USES & AMUSEMENTS

RECREATIONAL & AMUSEMENT ACTIVITIES

Health Club or Athletic Club (Fitness and Recreation Sports)	•	•	•	•
Motion Picture Theater (Excluding Adult Motion Picture Theater)	S	S	S	S
Performing Arts Companies	S	S	S	S
Public Park	•	•	•	•
Public Recreation or Community Center, Athletic, or Recreation Facility	S	S	S	S
Outdoor Commercial Recreational Activity	S	S	S	S

SERVICES

FINANCE, INSURANCE & REAL ESTATE

Agencies, Brokerages, and Other Insurance Related Activities	•	•	•	•
Credit Intermediation and Related Activities (Bank)	•	•	•	•
Insurance Carriers	•	•	•	•
Monetary Authorities Central Bank	•	•	•	•
Real Estate Agents, Brokers & Management Services	•	•	•	•
Securities Commodity Contracts, and Other Financial Investments and Related Activities	•	•	•	•

• - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T - Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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PERSONAL SERVICES

Cleaning, Dry Cleaning & Dyeing Service (Conducted within a building of up to 3,000 square feet)	●	●	●	●
Cleaning, Dry Cleaning & Dyeing, Pickup Service Only	●	●	●	●
Dry Cleaning and Laundry Services (Self-Service)	●	●	●	●
Graphic Design Services	●	●	●	●
Hair, Nail and Skin Care Services	●	●	●	●
Locksmiths	●	●	●	●
Other Personal Care Services	●	●	●	●
Photographic Services	●	●	●	●
Pressing, Alteration & Garment Repair	●	●	●	●
Tax Preparation Service	●	●	●	●
Other Personal Services	S	S	S	S

BUSINESS SERVICES

Automobile Equipment Rental and Leasing (Site area less than one [1] acre)		●	●	
Consumer Goods Rental	●	●	●	●
Courier and Messengers	●	●	●	●
Employment Service	●	●	●	●
Information Services	●	●	●	●
Investigation and Security Services	●	●	●	●
Management Consulting Service	●	●	●	●
News Syndicate	●	●	●	●
Photo Finishing	●	●	●	●
Printing	●	●	●	●
Quick Print Service	●	●	●	●
Travel Arrangement and Reservation Services	●	●	●	●
Other Business Services	S	S	S	S

REPAIR SERVICES

Repair, electrical and Computer	●	●	●	●
Watch, Clock & Jewelry Repair Service	●	●	●	●

● - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T - Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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PROFESSIONAL SERVICES

Accounting, Tax Preparation and Payroll Services or Bookkeeping Service	•	•	•	•
Adult Daycare Center	S	S	S	S
Advertising and Related Services	•	•	•	•
Computer System Design and Related Service	•	•	•	•
Dentist Office	•	•	•	•
Engineering, Architectural or Related Services	•	•	•	•
Funeral Home, Mortuary				
Legal Services	•	•	•	•
Health Practitioners Office	•	•	•	•
Professional, Scientific and Technical Services	•	•	•	•
Out-Patient Care Center	•	•	•	•
Physicians' Office	•	•	•	•
Specialized Design Services	•	•	•	•
Other Professional Services	S	S	S	S

RETAIL

Any Retail Establishment or Structure Less than 50,000 GLA	•	•	•	•
Any Retail Establishment or Structure in Excess of 50,000 GLA	S	S	S	S

BUILDING MATERIALS, HARDWARE & FARM EQUIPMENT

Paint and Wallpaper Stores	•	•	•	•
Plumbing Fixtures	•	•	•	•

FOOD

Beer & Wine, Off-Premise Consumption			S	
Food or Grocery Store, Retail	•	•	•	•
Specialty Food Stores	•	•	•	•

AUTOMOTIVE, MARINE CRAFT & AIRCRAFT

Fuel Station	S	S	S	S
Fuel Station with Convenience Store	S	S	S	S

APPAREL AND ACCESSORIES

Clothing Stores	•	•	•	•
Custom Tailoring	•	•	•	•
Shoe Stores	•	•	•	•

• - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T - Allowed as a Temporary Use

Belt Line District Land Use Chart

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
Apparel & Accessories	●	●	●	●

● - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T- Allowed as a Temporary Use

Types of Use	Les Lacs Village	Dining District	Epicurean District	Addison Village
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FURNITURE, HOME FURNISHINGS & EQUIPMENT

Home Furnishings	●	●	●	●
Electronics and Appliances Stores	●	●	●	●
Furniture & Home Furnishings Stores	●	●	●	●

EATING AND DRINKING ESTABLISHMENTS

Caterers/Catering Hall	S	S	S	S
Dinner Theater	S	S	S	S
Restaurant	S	S	S	S
Sale of Alcohol for On-Premise Consumption	S	S	S	S

OTHER RETAIL TRADE

Antique Store (Used Merchandise Store) & Secondhand Goods Sales	●	●	●	●
Art Dealers	●	●	●	●
Book Store and News Dealers (Excluding Adult Bookstore)	●	●	●	●
Cosmetics Beauty Supplies and Perfume Stores	●	●	●	●

● - Permitted Use; [] - Prohibited Use; S - Special Use Permit Required; A - Allowed as an Accessory Use;

T- Allowed as a Temporary Use

APPENDIX II

STREET TYPES

A. RETAIL STREET WITH SLIP ROAD

A.1 Slip Road Type A

A.2 Slip Road Type B

A.3 Slip Road Type C

B. PRIMARY STREET

B.1 Primary Street: On-Street Parking

B.2 Primary Street: No On-Street Parking

C. LOCAL STREET

C.1 Local Street

D. MEWS

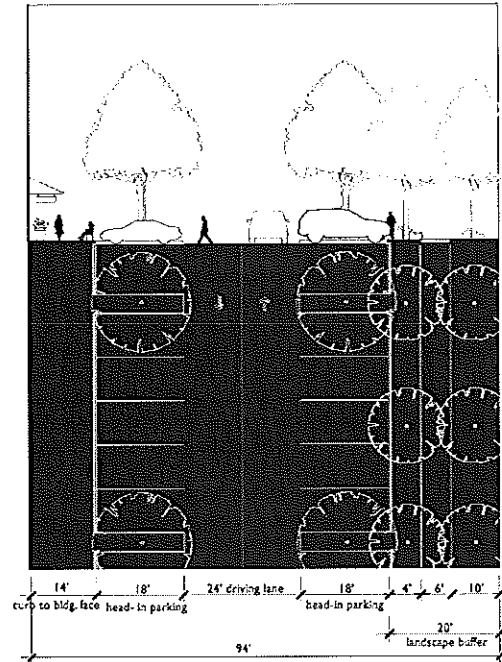
C.1 Mews Type A

C.2 Mews Type B

A. RETAIL STREET WITH SLIP ROAD

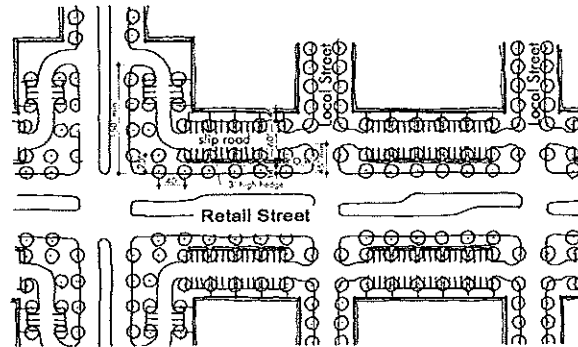
*Belt Line, Marsh, Midway,
Inwood (west side only), Montfort and
Tollway Frontage Road*

- A slip road is proposed to link frontage development together to form an urban boulevard effect. This is achieved by consolidating drive openings and requiring cross access between parcels.



A.1 Slip Road Type A

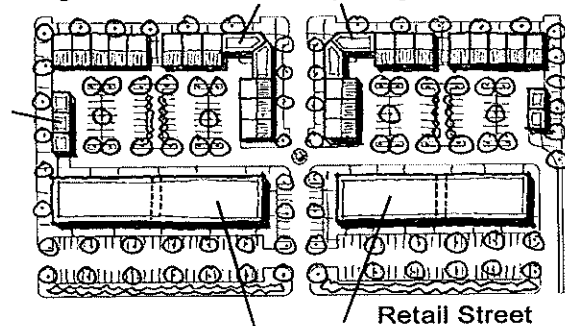
- In order to give order and consistency to Retail Streets, a slip road is proposed linking frontage development together and forming an urban boulevard effect.



A.2 Slip Road Type B

- Allows townhome and office uses behind retail frontage along a grided street network.

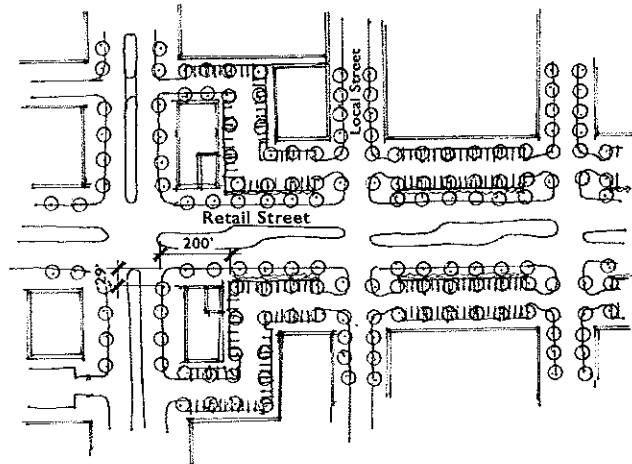
Village Townhomes to screen parking lots along street grid



Ground Floor Commercial with potential loft office/residential

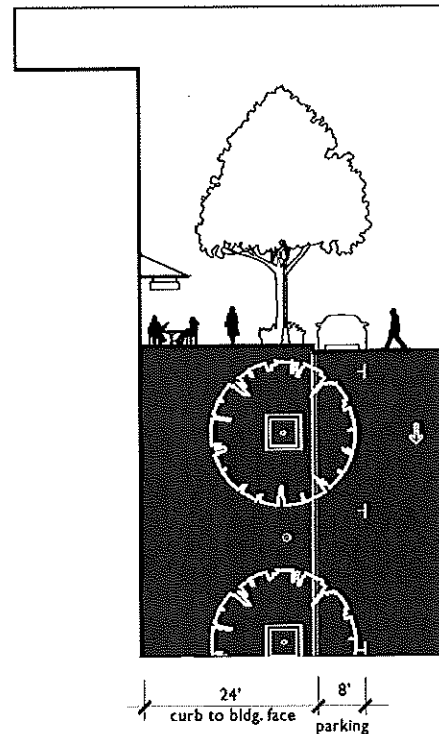
A.3 Slip Road Type C

- Provides for block closure at primary intersections and a visual terminus within slip roads.

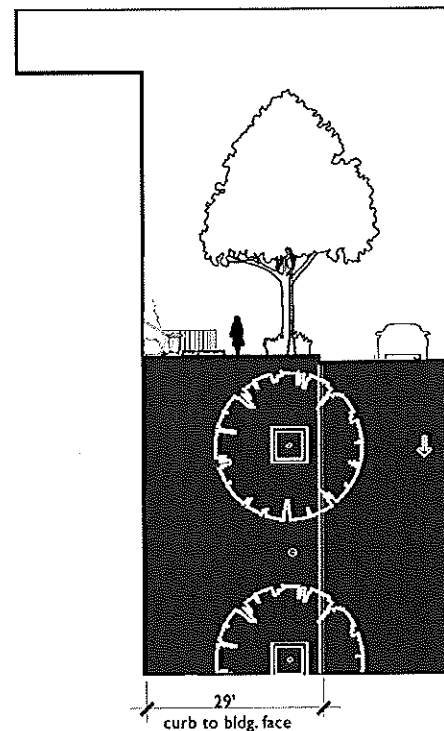


B. PRIMARY STREET**B.1 Primary Street: On-Street Parking**
Quorum, Business and Commercial

- 24' Build to Line
- Street Trees on 30'-35' o.c. at Non-Residential uses and 25'-30' o.c. at Residential uses. 100-to-200 gallon container-grown.
- Street Lights on 90' o.c., metal halide, 11' to 14' mounting height.
- Parallel Parking and Curb neckdowns

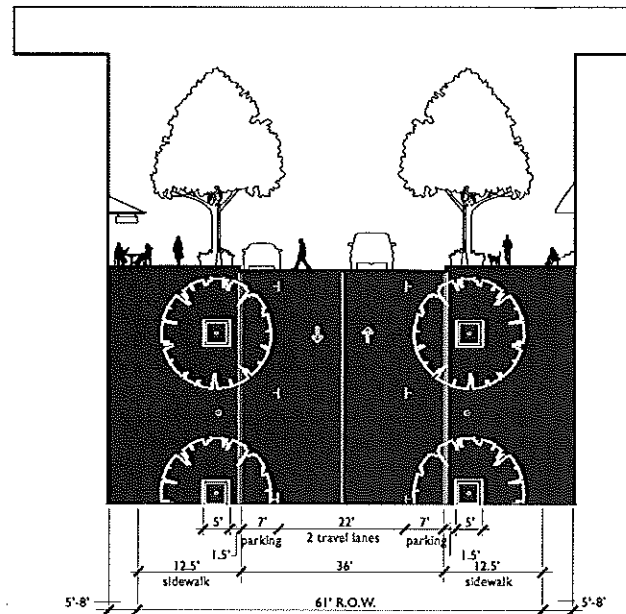
**B.2 Primary Street: No On-Street Parking**
Arapaho, Beltway and Surveyor

- 29' Build to Line
- Street Trees on 25'-30' o.c., 100-to-200 gallon container-grown.
- Street Lights on 75'-90' o.c., metal halide, 11' to 14' mounting height.



C. LOCAL STREET**C.1 Local Street:**

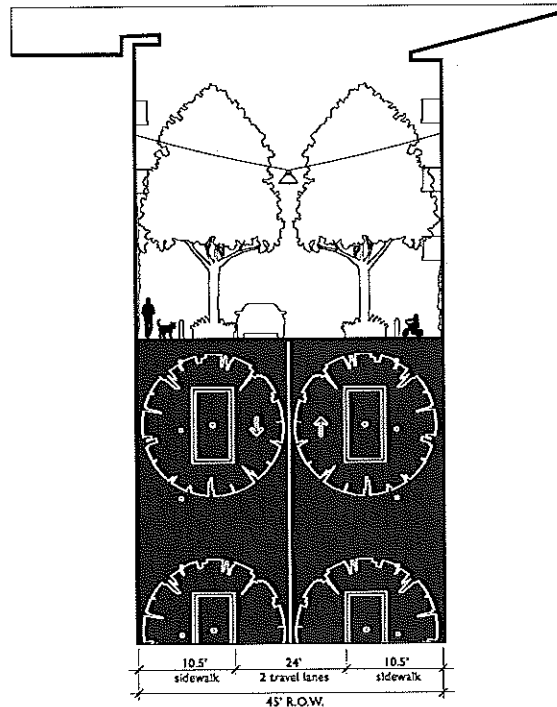
- 17.5'-20.5' Build to Line
- Street Trees on 30'-35' o.c., 100-to-200 gallon container-grown.
- Street Lights on 90' o.c., metal halide, 11' to 14' mounting height.
- Parallel Parking and Curb neckdowns



D. MEWS

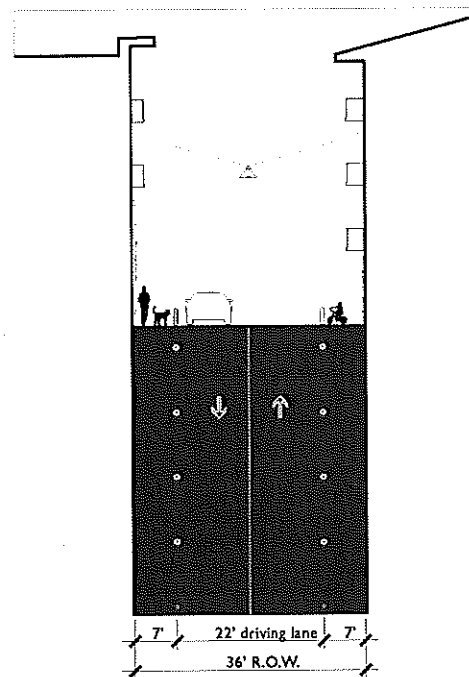
D.1 Mews Type A

- Street on 45' section, Street Tree on 25'-30' o.c., 100-to-200 gallon container-grown.
- Street Lights on 85' o.c., metal halide, hung from building or pole
- Curbless section with sheet-flow drainage.



D.2 Mews Type B

- The 36' section should only be used as "entrances" into a larger space or courtyard and are anticipated to only be the width of the building.
- Street Lights on 85' o.c., metal halide, hung from building or pole.
- Curbless section with sheet-flow drainage.



Appendix III

A. Street Furniture

- A.1 Bench
- A.2 Trash Receptacles/ Trash Receptacle with Ash Urn
- A.3 Planters and Pots
- A.4 Drinking Fountains
- A.5 Tree Grates
- A.6 Tree Guards
- A.7 Bike Rack
- A.8 Bollard

B. Light

- B.1 Street Light
- B.2 Suspended Cable Light

C. Landscape Requirements

- C.1 Belt Line / Slip Road
- C.2 Non-Residential Street
- C.3 Residential Street
- C. 4 Mews Street

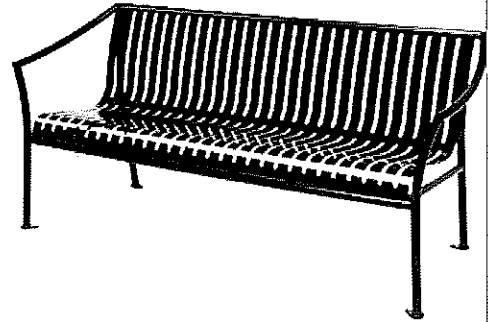
D. Street Trees

- D.1 Belt Line
- D.2 Marsh Lane
- D.3 Surveyor Drive
- D.4 Midway Road
- D.5 Addison Road / Inwood Road
- D.6 Quorum Drive
- D.7 Monfort Road
- D.8 Local Streets: Non-Residential / Residential
- D.9 Mews Streets

A. Street Furniture

A.1 Bench

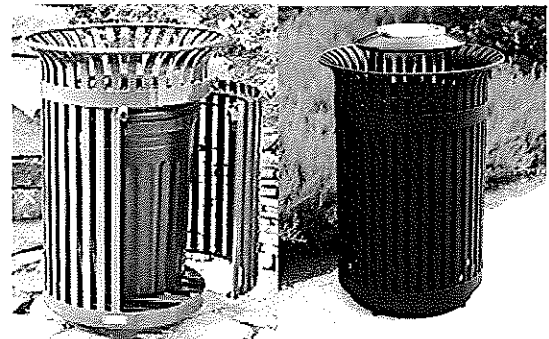
- manufacturer: Landscape Forms
- type: Town Square Vertical Strap Bench
- color/ finish: black semi-gloss
- size: 49" and 70" lengths
- mounting: surface mounted
- representative:
Diane Collier
214-343-1145



A.2 Trash Receptacles/ Trash Receptacle with Ash Urn

A.2.1 Trash Receptacles

- manufacturer: Victor Stanley
- model: Bethesda Series Model SD 35
Side door with S-2 Formed Dome Lid;
ash urn optional
- color/finish: VS Black
- representative:
Victor Stanley
1.800.368.2573



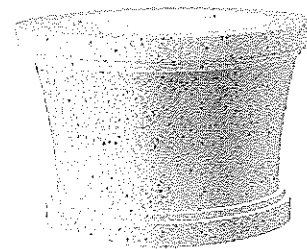
A.2.2 Ash Urn

- manufacturer: Forms and Surfaces
- model: Buttler Ash Receptacles
Buttler pole mount
- color/finish: black with black end caps
- grillwork:
- representative:
Forms and Surfaces
1.800.451.0410



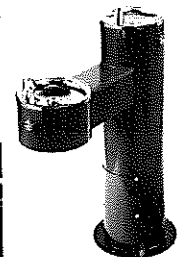
A.3 Planters and Pots

- manufacturer: Dura Art Stone
- model: - Round
- color/finish: S-I Slat Gray size may vary
- local representative:
Resource Consulting Service
972.492.2428



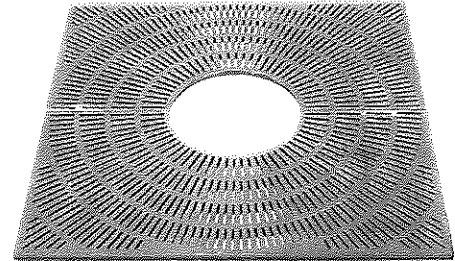
A.4 Drinking Fountains

- manufacturer: Most Dependable Fountains
- model: 440 SM with PF; surface mount with optional pet fountain
- color/finish: black
- representative:
Most Dependable Fountains
1.800.552.6331



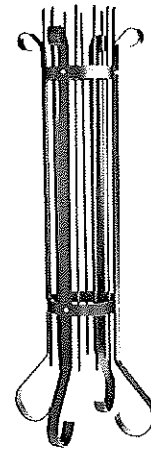
A.5 Tree Grates

- manufacturer: Urban Accessories
- model: Tree Grates
IVA
- size: 4' 6" with pre-drilled holes with
vandal-proof bolts
- color/finish: cast iron
- representative:
Urban Accessories
1.800.448.0429



A.6 Tree Guards

- manufacturer: Urban Accessories
- model: Tree Guards
R /B
- color/finish: cast iron
- representative:
Urban Accessories
1.877.487.0488



A.7 Bike Rack

- manufacture: Fairweather
- model: Bollard Bike Rack BR-2
2 locking loops
- mounting: embed
- color/finish: black semi-gloss
- height: 36"
- representative:
Resource Consulting Service
972.492.2428

**A.8 Bollard**

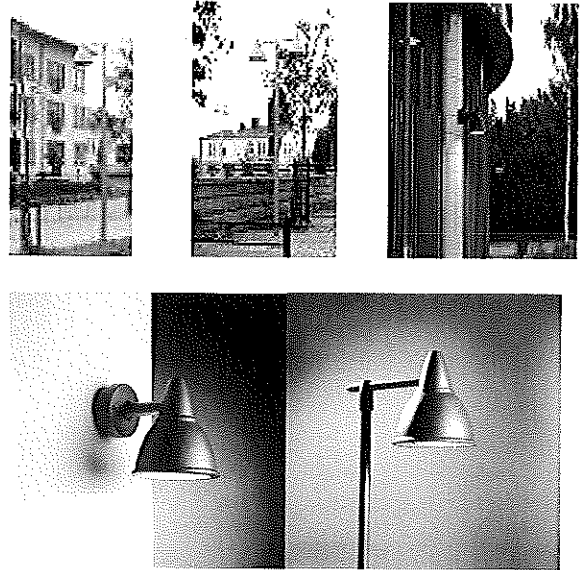
- manufacturer: Urban Accessories
- model: Bollards San Francisco
- color/finish: Black semi-gloss
- representative:
Urban Accessories
1.877.487.0488



B. Light

B.1 Street Light

- manufacturer: Barbican Architectural Products Ltd.; Noral Lighting
- model: ATRIUM IV
- mounting options:
Model I1 single arm
Model I2 double arm
Model F wall mounted
- post height: variable
- light source: metal halide
- color: graphite
- maximum wattage: 150 watt
- local representative:
Architectural Lighting Association
Tim Galvin
972.243.7111



B.2 Suspended Cable Light

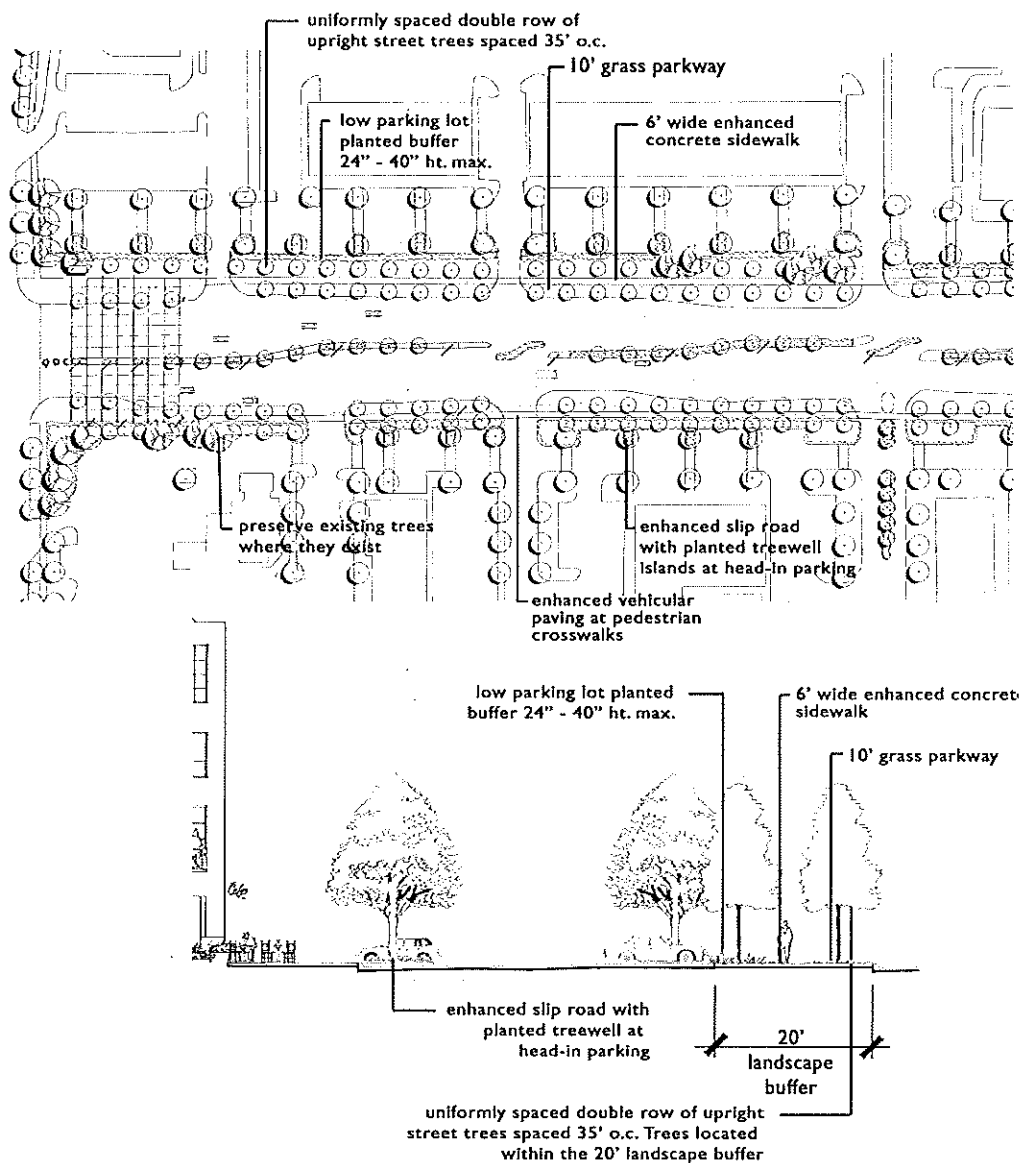
- manufacturer: B GA
- type: 6133 M suspended lights
- pole supports: if poles are required use steel walled poles for suspending lights. Pole size to be determined by structural engineer
- light source: metal halide
- color: black
- maximum wattage: 100
may alternate 70 ceramic metal halide
for standard 100 for brighter light condition
- local representative:
Architectural Lighting Association
Tim Galvin
972.243.7111



C. Landscape Requirements

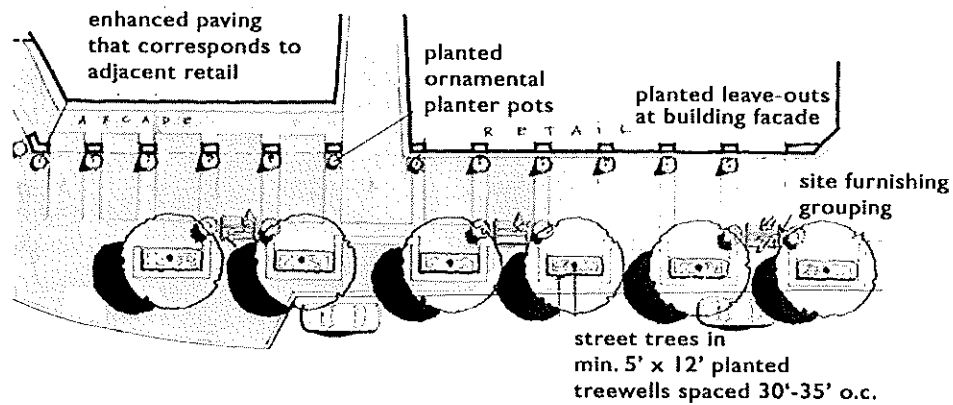
C.1 Belt Line / Slip Road

- Provide uniformly spaced double row of upright street trees to allow for visibility to adjacent retail.
- Provide a 4 min. width parking lot buffer that is 24"-40" max. height.
- Allows for a min. 10' grass parkway / tree lawn with a 6' wide concrete sidewalk and 4' buffer within the 20' Landscape Buffer.



C.2 Local Street: Non-Residential

- Provide 4" min. caliper street tree in a min. 5' x 12' planted tree well. Tree wells to be planted with low evergreen shrub and ornamental grasses / or perennials.
- Provide planted accent pots or small planting leave-outs at building facades where appropriate.
- Provide for site furnishings at an appropriate interval of 150' and consisting of: Bench, bike rack and a trash receptacle.



C.3 Local Street: Residential

- Provide 4" min. caliper street tree in a min. 5' x 5' planted tree well. Tree wells should be planted with low evergreen shrubs and ornamental grasses or perennials.
- Provide a multi-tier perimeter planting along building facades allowing insets for bench placement.
- Provide vines trained to the building facades.
- Provide for site furnishings at an approximate interval of 150' and consisting of:
Bench bike rack and a trash receptacle.

